

Sunset Public Hearing Questions for
Tennessee Aeronautics Commission
Created by Section 42-2-301, *Tennessee Code Annotated*
(Sunset termination June 2015)

Question #1

Question: Provide a brief introduction to the Tennessee Aeronautics Commission, including information about its purpose, statutory duties, staff, and administrative attachment. Also describe the Department of Transportation's Aeronautics Division, its major activities, and its staffing.

Answer: The Tennessee Aeronautics Commission, made up of five members, is appointed by the Governor for a five-year term on a staggered basis and serves in an advisory capacity to the Commissioner of Transportation.

The statutory duties of the Tennessee Aeronautics Commission are: Assist in the formulation of relevant policy planning; approve or disapprove all proposed changes in the State airport system plan existing under the authority of TCA 42-2-204.

The Tennessee Aeronautics Commission does not have an assigned staff but is provided administrative and technical support from the Aeronautics Division and the Department of Transportation.

The mission of the Aeronautics Division is: to provide Tennessee with a quality, integrated aviation system that is safe, efficient, economical, and sensitive to environmental concerns; to serve the aeronautical needs of the local communities; to assist with planning and execution of aeronautics related maintenance, construction, and modernization projects and programs across the State; and to provide state government with safe, courteous, and professional flight services.

Aeronautics Division Director – reports directly to the Commissioner of Transportation and provides guidance, support and recommendation to the Tennessee Aeronautics Commission. Oversees the Aeronautics Division. The Division is organized into four section offices as follows:

Budget and Grants Administration – Provides assistance to airport sponsors (airport owners) with the financial aspects of proposed and active improvement and construction projects. This Section is also responsible for coordinating all phases of state and federal grants and performs budgetary management for the Division. Basic activities include annual financial planning, budget execution, grants contracts preparation and administration, interface with Federal Aviation Administration (FAA) in conjunction with Block Grant financial accounting, invoice processing for grants projects, and other financial and accounting details. The Section serves as focal point for Aviation Education programs. The Section has one senior manager, one junior manager, and three staff.

Engineering and Program Development – Provides technical assistance, engineering and design advice and project management expertise to Tennessee airport communities for development and expansion of facilities. Major responsibilities include: project construction surveys; design plans development and evaluation; assistance with property acquisition; construction oversight and administration; cradle-to-grave project management to include planning, execution, and eventual processing of invoices and payments. Tennessee is one of only 10 states participating in the Block Grant system with the FAA. As a result, this office provides review and approval activities relative to environmental documentation for airport improvement projects and also acts to insure FAA design standards are followed. The Section is headed by a senior supervisor Civil Engineer (P.E.), has two junior supervisors, and six Transportation Project Specialists. (All personnel perform project manager duties and work with airport sponsors.)

Planning and Programming – conducts safety inspections and licensing of public use general aviation airports and heliports to insure adherence to state and federal licensing guidelines and regulations. This Section also provides assistance to local communities in preparation of Airport Layout Plans (ALP) and Airport Master Plans – the strategic, long-term plans for airport development and maintenance. The Section resolves compliance issues if/when they arise, it acts as the coordination focal point with FAA staffs, and it administers the State's automated weather systems located throughout Tennessee. The Section has one manager, two airport and heliport inspectors/transportation planners and one transportation planner/administrator.

Flight Services – Provides flight services to all branches of State Government. Also provides flight services for aerial photogrammetry used for site selection and planning of highway improvement projects, planning and engineering for airport development and creation of topographic maps for highway construction and for tax/revenue use. Flight Services is overseen by a Chief Pilot and includes seven professional pilots (five positions filled at present), an aircraft scheduler, three aircraft maintenance mechanics (two positions filled at present) and three hangar attendants.

Question #2

Question: Provide a list of current members of the commission. For each member please indicate who appointed the member, how the member's presence on the commission complies with Section 42-2-301, Tennessee Code Annotated, and the member's county of principal residence. Please indicate each member's race and gender and which members, if any, are 60 years of age or older.

Answer: Nisha Powers (Chairperson) (Shelby County) Female (Indian American) Appointed by Governor Haslam July 2011

Larry Mullins (Vice Chair.) (Washington County) Male (Cauc) 60+ Appointed by Governor Haslam July 2014

Malcolm (Butch) West (Secretary) (Maury County) Male (Cauc) Appointed by Governor Haslam July 2013

Fred Culbreath (Sumner County) Male (Cauc) 60+ Appointed by Governor Haslam July 2012

Vacant

The Commission must have at least one member from each of the three grand divisions and no more than two from any one division. Members should represent a broad range of aviation-related expertise, with business experience, legal and/or construction management backgrounds. . Currently, Ms. Powers is a Civil Engineer (P.E.), Mr. Mullins is a successful business owner and an airplane owner, Mr. West is a former construction contractor, is currently a successful business owner and a private pilot and aircraft owner and a former airport board chairman, and Mr. Culbreath is a former business executive who holds a pilot's license and has been very active in general aviation and airport management boards.

The Governor appoints each member for a five-year term. One position is currently vacant.

Question #3

Question: How many times did the commission meet in fiscal years 2013 and 2014, and how many members were present at each meeting?

Answer: FY 2013. The Commission met 5 times. Of these 5 scheduled meetings, all 5 members were present at one meeting, 4 members were present at two meetings, and 3 members were present at two meetings.

FY 2014. The Commission met 5 times. Of these 5 scheduled meetings, 4 members were present at four meetings, and 3 were present at one. (One member passed away after a long term illness during this FY which accounted for most of the absences.)

Question #4

Question: What per diem or travel reimbursement do members of the commission receive? How much was paid to commission members during fiscal years 2012 and 2014?

Answer: Each member is paid the sum of twenty-five dollars (\$25.00) per day for each day actually spent in the discharge of their official duty. Travel expenses are reimbursed in accordance with the provisions of the comprehensive travel regulations as specified by the Department of Finance and Administration.

The total official-duty per diem paid to members of the commission for FY 2013 was \$500.00. The total reimbursement for travel expenses was \$3720.92.

The total official-duty per diem paid to members of the commission for FY 2014 was \$475.00. The total reimbursement for travel expenses was \$2698.48.

Question #5

Question: What were the commission's revenues (by source) and expenditures (by object) for fiscal years 2013 and 2014? What were the Aeronautics Division's revenues and expenditures for the same period?

Answer: The Tennessee Aeronautics Commission does not collect any revenues. Expenditures consisted of \$25.00 per day per member in the discharge of their duties plus travel expenses, as outlined in Question #4.

The Aeronautics Division's revenues come from a 4.5 percent tax collected by the Department of Revenue on aviation fuel sales. These revenues are credited to the Transportation Equity Fund (TEF). The Department of Transportation, with the advice and assistance of the Tennessee Aeronautics Commission, administers the revenue collected. The revenues so generated and collected are used primarily for construction, maintenance, modernization, and design standards compliance projects for essential airport facilities that support aviation across the State, promote economic development activities related to aviation, etc.

Total Revenues and Expenditures for FY 2013 and FY 2014

	<u>FY13</u>	<u>FY14</u>	<u>Total</u>
State Revenues	\$47,049,950	\$49,339,785	\$96,389,735
State Expenditures	\$22,441,515	\$32,146,620	\$54,588,135
Local Revenues	\$ 3,865,079	\$ 3,209,699	\$ 7,074,778
Local Expenditures	\$ 1,182,082	\$ 2,972,603	\$ 4,154,685
Federal Revenues	\$13,448,428	\$ 19,258,510	\$32,706,938
Federal Expenditures	\$ 3,970,254	\$ 15,212,594	\$19,182,848

A maximum of fuel tax revenue, based on the 4.5% fuel tax, goes into the TEF annually. Federal grants funds, in accordance with Tennessee's role as a Block Grant State, also become a part of the revenues available for project work. Local revenues represent the local share contributed by airport sponsors based upon matching percentages appropriate for the types of funding and types of projects. Projects are reviewed, recommended, and ultimately approved by the TDOT Commissioner. Funds are then obligated and contracts are encumbered. When expenditures are paid against a project, these expenditures may overlap two or more fiscal years. This overlap of expenditures accounts for the difference between the revenues and expenditures.

Question #6

Question: Is the commission subject to sunshine law requirements (Section 8-44-101 et seq., *Tennessee Code Annotated*) for public notice of meetings, prompt and full recording of minutes, and public access to minutes? What procedures does the commission have for informing the public of its meetings and making its minutes available to the public?

Answer: The meetings of the Tennessee Aeronautics Commission (TAC) are conducted in compliance with the Sunshine law. Notifications regarding meetings to be held by this commission are emailed to all public airport sponsors, airport chairmen, airport managers, and the FAA Memphis Airports District Office. Emails are also sent to engineering consultants who specialize in airports projects and are known by the Aeronautics Division office. Information about the meetings is posted on the Aeronautics Division's website. Starting in FY2013, the Aeronautics Division has developed a web-based project development and grants management software communication tool, BlackCat. This tool is available to all Tennessee airports. Meeting schedules are included in this tool.

Minutes are recorded by a certified recorder at each commission meeting, are transcribed, and are mailed to each of the commission members prior to the next upcoming meeting for their review and approval/disapproval/correction at the following meeting. During the Aeronautics Division's working hours, the meetings are available for the public's perusal. As the BlackCat system continues to be fully developed, TAC meeting minutes will be posted.

Question #7

Question: Describe the nature and extent of the commission's activities and any major accomplishments of the past two years. Include a discussion of how the commission assisted in the formation of relevant policy planning.

Answer: The Tennessee Aeronautics Commission members conduct five formal meetings a year and periodically participate in other aeronautics related activities throughout the State, visit airport communities that are in close proximity to their home base, attend speaking engagements and annual airports conferences, have been involved in aerospace education programs, etc. Annually the TAC recognizes outstanding achievement through selection of an Airport of the Year, an Airport Manager of the Year, an Airport Governing Body of the Year, an Outstanding Career Contributions to Aviation Award, plus others. For example, at the latest conference the TAC gave special recognition to retiring Memphis International Airport President/CEO Larry Cox for his 41 years leading and developing Memphis into the largest cargo hub in the U.S., and they cited the Outstanding Contributions of General William G. Moore, former President/CEO of Nashville International Airport and senior military executive whose combat flying career spanned World War II to Vietnam. Members of the TAC participate in the Tennessee Aviation Hall of Fame celebrations. In all these activities, the Commission members have many opportunities to interface with airport and aviation leaders and discuss matters of concern and importance regarding Tennessee's airports, etc.

In the 10 TAC meetings cited in Question 3, the Commission reviewed and made recommendations on more than 200 requests for state and federal funding for airport improvements, statewide programs and planning programs -- requests represented activity at more than 50 airports.

The Commission has significantly influenced new policies relative to airport planning, environmental regulations, privately owned airports and other issues affecting aviation and economic development in Tennessee. Annually the Commission reviews current policies that affect the aviation system, such as funding profiles, project/program eligibilities and other related issues and recommends policy changes to the department commissioner as necessary/appropriate.

Question #8

Question: How many public airports are there in Tennessee? How many are considered municipal airports? How many are considered state airports?

Answer: There are 79 public use airports in Tennessee which includes five primary commercial service airports (Memphis, Nashville, Chattanooga, Knoxville, and Tri-Cities) and one non-primary (Jackson). Of these airports, 67 are considered municipal airports owned and operated by a city, county or airport authority, five are privately owned and open to public use, and one (Reelfoot Airpark) is state owned and operated.

Question #9

Question: Please provide a breakdown, by airport and dollar amount, of state and federal financial assistance to Tennessee public airports. What criteria are used in allocating state and federal funds? How does the department ensure the funds are used as intended?

Answer: See breakdown (immediately following this answer page) by airport and dollar amount for project and funding activity in FY 2013 and FY 2014. The data represents grants and/or grants amendments processed in each of those fiscal years. In many cases the amendments relate to projects started in previous fiscal years; therefore, the funding values may not represent the total cost to complete a project, but instead show the funding value executed in the particular fiscal year

Requests for funding assistance are evaluated on the bases of demonstrated need, consistency with state and local plans, compliance with state licensing standards, availability of funds and any unique circumstances. Each airport has completed an Airport Layout Plan (ALP) which is essentially a long-range strategic plan for growth and development. Each has also completed an Airport Capital Improvement Program (ACIP) which is updated annually. This program represents the projected maintenance and facility needs, prioritized based upon the ALP and the time sequencing anticipated for the construction or maintenance activity. The TDOT Aeronautics Division works with local airport sponsors to develop projects that will insure each airport meets safety standards and can provide the facilities necessary to support the types of aviation activity that is routine at that location.

Each airport has an assigned Aeronautics Division project manager. That manager works with the airport sponsor to develop projects based upon the criteria above and assists with the sponsor request for financial assistance. When a project is approved, state and federal funds are allotted and obligated. During the course of the project, the Aeronautics Division project manager conducts periodic inspections, progress meetings, program assessments, etc. to insure the grant recipient/owner or representative is using the provided funding as intended. The airport owner or grant recipient must submit invoices for payment, complete with receipts for services, construction quantities, and other applicable details. The Aeronautics Division reviews every project invoice to assure funds are utilized as intended and appropriate.

Sunset Review
Executed Contracts
FY 2013-2014

Coun!!	YR Grant Executed	State Funds	Federal Funds	Local Funds	County Total
Bedford	2013	\$ 1,271,500	\$ 1,740,000	\$ 160,800	
<i>Shelbyville Municipal Airport</i>	2014	\$ 108,625	\$ 287,100	\$ 20,075	
					\$3,588,100
Benton	2013	\$ 14,300	\$ 405,000	\$ 45,000	
<i>Benton County Airport</i>	2014	\$ 107,400	\$	\$ 4,900	
					\$576,600
Bradley	2013	\$ 3,139,757	\$ 744,093	\$ 511,386	
<i>Cleveland Regional Jetport</i>	2014	\$ 201,884	\$ 150,000	\$ 39,083	
					\$4,786,203
Campbell	2013	\$ 111,125	\$ 104,850	\$ 14,825	
<i>Campbell County Airport</i>	2014	\$ 736,302	\$ 450,225	\$ 61,697	
					\$1,479,024
Carroll	2013	\$ 14,300	\$	\$	
<i>Carroll County Airport</i>	2014	\$ 124,067	\$ 300,000	\$ 21,567	
					\$459,934
Carter	2013	\$ 19,000	\$ 84,600	\$ 4,700	
<i>Elizabethton Municipal Airport</i>	2014	\$ 3,517,385	\$ 749,398	\$ 223,815	
					\$4,598,898
Claiborne	2013	\$ 14,300	\$	\$	
<i>New Tazewell Municipal Airport</i>	2014	\$ 167,250	\$ 8,550	\$ 8,500	
					\$198,600
Coffee	2013	\$ 1,416,708	\$	\$ 79,379	
<i>Tullahoma Regional Airport</i>	2014	\$ 713,646	\$ 450,000	\$ 60,202	
					\$2,719,935
Cumberland	2013	\$ 155,240	\$ 450,000	\$ 30,500	
<i>Crossville Memorial Airport</i>	2014	\$ 151,615	\$	\$ 6,625	
					\$793,980

Sunset Review
Executed Contracts
FY 2013-2014

County	YR Grant Executed	State Funds	Federal Funds	Local Funds	County Total
Davidson	2013	\$ 5,658,740	\$	\$ 8,880	
<i>Nashville International Airport</i>	2014	\$ 6,311,442	\$	\$	
<i>John C. Tune</i>					\$11,979,062
DeKalb	2013	\$ 1,465,105	\$	\$ 157,921	
<i>Smithville Municipal Airport</i>	2014	\$ 686,300	\$ 385,650	\$ 60,850	
					\$2,755,826
Dickson	2013	\$ 21,185	\$ 123,935	\$ 6,885	
<i>Dickson Municipal Airport</i>	2014	\$ 54,849	\$ 89,865	\$ 12,846	
					\$309,565
Dyer	2013	\$ 202,450	\$ 3,197,700	\$ 181,150	
<i>Dyersburg Municipal Airport</i>	2014	\$ 90,300	\$	\$ 4,000	
					\$3,675,600
Fayette	2013	\$ 34,300	\$	\$ 1,000	
<i>Fayette County Airport</i>	2014	\$ 19,335	\$	\$	
					\$54,635
Fentress	2013	\$ 21,800	\$ 135,000	\$ 7,500	
<i>Jamestown Municipal Airport</i>	2014	\$ 19,050	\$ 85,500	\$ 4,750	
					\$273,600
Franklin	2013	\$ 1,948,840	\$ 463,500	\$ 125,460	
<i>Winchester Municipal Airport</i>	2014	\$ 1,049,600	\$ 679,500	\$ 89,500	
<i>University of the South</i>					\$4,356,400
Gibson	2013	\$ 19,208	\$ 88,335	\$ 4,908	
<i>Gibson County Airport</i>	2014	\$ 22,375	\$	\$ 425	
					\$135,251
Giles	2013	\$ 38,050	\$	\$ 1,250	
<i>Abernathy Field</i>	2014	\$ 114,050	\$	\$ 5,250	
					\$158,600
Greene	2013	\$ 1,714,140	\$	\$ 184,900	
<i>Greenville-Greene County Municipal Airport</i>	2014	\$ 5,623,110	\$ 7,019,052	\$ 664,324	
					\$15,205,526
Hamblen	2013	\$ 830,050	\$ 150,000	\$ 101,416	
<i>Moore-Murrell Field</i>	2014	\$ 212,969	\$ 222,746	\$ 21,162	
					\$1,538,343

Sunset Review
Executed Contracts
FY 2013-2014

County	YR Grant Executed	State Funds	Federal Funds	Local Funds	County Total
Hamilton	2013	\$ 5,892,299	\$	\$	
<i>Chattanooga Metropolitan Airport</i>	2014	\$ 1,852,626	\$	\$ 9,714	
<i>Collegedale Municipal Airport</i>					\$7,754,639
Hardeman	2013	\$ 433,537	\$ 378,063	\$ 60,033	
<i>William L. Whitehurst Field</i>	2014	\$ 118,800	\$	\$ 5,500	
					\$995,933
Hardin	2013	\$ 1,760,884	\$	\$ 90,886	
<i>Savannah-Hardin County Airport</i>	2014	\$ 275,079	\$ 585,000	\$ 46,126	
					\$2,757,975
Hawkins	2013	\$ 61,300	\$ 846,000	\$ 47,000	
<i>Hawkins County Airport</i>	2014	\$ 87,180	\$ 285,840	\$ 18,880	
					\$1,346,200
Henderson	2013	\$ 41,300	\$	\$ 3,000	
<i>Beech River Regional Airport</i>	2014	\$ 38,550	\$ 436,500	\$ 24,250	
					\$543,600
Henry	2013	25740	\$	\$	
<i>Henry County Airport</i>	2014	\$ 215,740	\$	\$ 10,000	
					\$251,480
Hickman	2013	\$ 30,870	\$ 298,260	\$ 16,570	
<i>Centerville Municipal Airport</i>	2014	\$ 15,475	\$ 21,150	\$ 1,175	
					\$383,500
Houston	2013	\$ 71,800	\$	\$ 57,500	
<i>Houston County Airport</i>	2014	\$ 30,888	\$	\$ 16,588	
					\$176,776
Humphreys	2013	\$ 66,350	\$ 936,900	\$ 52,050	
<i>Humphreys County Airport</i>	2014	\$ 81,800	\$ 135,000	\$ 27,500	
					\$1,299,600
Jackson	2013	\$ 446,967	\$ 588,000	\$ 53,720	
<i>Jackson County Airport</i>	2014	\$ 14,300	\$	\$	
					\$1, 102,987
Johnson	2013	\$ 136,124	\$ 247,500	\$ 41,036	
<i>Johnson County Airport</i>	2014	\$ 14,300	\$	\$	
					\$438,960

Sunset Review
Executed Contracts
FY 2013-2014

County	YR Grant Executed	State Funds	Federal Funds	Local Funds	County Total
Knox	2013	\$ 6,688,527	\$ 200,000	\$ 40,616	
<i>McGhee Tyson Airport</i>	2014	\$ 6,009,644	\$ 934,746	\$ 51,931	
<i>Downtown Island Airport</i>					\$13,925,464
Lauderdale	2013	\$ 18,438		\$ 218	
<i>Arnold Field</i>	2014	\$ 14,300		\$	
					\$32,956
Lawrence	2013	\$ 28,192	\$ 250,056	\$ 13,892	
<i>Lawrenceburg-Lawrence County Airport</i>	2014	\$ 607,600	\$ 436,500	\$ 54,200	
					\$1,390,440
Lewis	2013	\$ 104,300		\$ 10,000	
<i>John A. Baker Field</i>	2014	\$ 394,300		\$ 20,000	
					\$528,600
Lincoln	2013	\$ 355,550	\$ 486,000	\$ 43,250	
<i>Fayetteville Municipal Airport</i>	2014	\$ 27,050		\$ 2,500	
					\$914,350
Macon	2013	\$ 236,050		\$ 42,750	
<i>Lafayette Municipal Airport</i>	2014	\$ 117,375		\$ 500	
					\$396,675
Madison	2013	\$ 434,111	\$ 495,000	\$ 60,124	
<i>McKellar-Sipes Airport</i>	2014	\$ 988,740	\$ 405,000	\$ 67,250	
					\$2,450,225
Marion	2013	\$ 61,800		\$ 2,500	
<i>Brown Field</i>	2014	\$ 104,550		\$ 4,750	
					\$173,600
Marshall	2013	\$ 49,300	\$ 630,000	\$ 35,000	
<i>Ellington Airport</i>	2014	\$ 278,050		\$ 21,250	
					\$1,013,600
Maury	2013	\$ 1,785,723	\$ 548,327	\$ 130,750	
<i>Maury County Regional Airport</i>	2014	\$ 114,800		\$ 5,000	
					\$2,584,600
McMinn	2013	\$ 28,313		\$ 737	
<i>McMinn County Airport</i>	2014	\$ 231,420	\$ 36,000	\$ 7,750	
					\$304,220

Sunset Review
Executed Contracts
FY 2013-2014

County	YR Grant Executed	State Funds	Federal Funds	Local Funds	County Total
McNairy	2013	\$ 1,342,550	\$ 396,000	\$ 90,750	
<i>Robert Sibley Airport</i>	2014	\$ 194,112	\$ 36,788	\$ 11,400	
					\$2,071,600
Monroe	2013	\$ 38,300	\$ 432,000	\$ 24,000	
<i>Monroe County Airport</i>	2014	\$ 15,322	\$ 18,391	\$ 1,021	
					\$529,034
Montgomery	2013	\$ 2,442,300	\$	\$ 127,500	
<i>Clarksville Regional Airport</i>	2014	\$ 19,800	\$ 500,700	\$ 33,332	
					\$3,123,632
Obion	2013	\$ 2,067,325	\$ 412,812	\$ 242,135	
<i>Everett-Stewart Regional Airport</i>	2014	\$ 28,590	\$	\$ 6,150	
					\$2,757,012
Overton	2013	\$ 17,550	\$ 58,500	\$ 3,250	
<i>Livingston Municipal Airport</i>	2014	\$ 14,300	\$	\$	
			\$		\$93,600
Perry	2013	\$ 40,712	\$ 475,426	\$ 26,412	
<i>Perry County Airport</i>	2014	\$ 14,300	\$	\$	
					\$556,850
Polk	2013	\$ 14,300	\$	\$	
<i>Martin County Field</i>	2014	\$ 380,710	\$ 459,000	\$ 43,443	
					\$897,453
Rhea	2013	\$ 44,300	\$ 540,000	\$ 30,000	
<i>Mark Anton Airport</i>	2014	\$ 1,407,665	\$	\$ 73,071	
					\$2,095,036
Roane	2013	\$ 336,300	\$ 837,000	\$ 61,000	
<i>Rockwood Municipal Airport</i>	2014	\$ 14,300	\$	\$	
					\$1,248,600
Robertson	2013	\$ 19,800	\$	\$	
<i>Springfield-Robertson County Airport</i>	2014	\$ 69,675	\$	\$	
					\$89,475
Rutherford	2013	\$ 2,079,312	\$ 787,037	\$ 167,677	
<i>Smyrna Airport</i>	2014	\$ 8,473,207	\$ 1,543,500	\$ 535,787	
<i>Murfreesboro Municipal Airport</i>					\$13,586,520

Sunset Review
Executed Contracts
FY 2013-2014

County	YR Grant Executed	State Funds	Federal Funds	Local Funds	County Total
Scott <i>Scott Municipal Airport</i>	2013	\$ 123,050	\$ 418,500	\$ 27,460	
	2014	\$ 79,800	\$	\$ 20,000	
					\$668,810
Sevier <i>Gatlinburg-Pigeon Forge Airport</i>	2013	\$ 61,800	\$ 20,250	\$ 4,750	
	2014	\$ 133,147	\$ 490,000	\$ 85,097	
					\$795,044
Shelby <i>Memphis International Airport</i>	2013	\$ 3,161,690	\$ 355,198	\$ 206,408	
<i>Charles W Baker & Gen. Dewitt Spain Airport</i>	2014	\$ 12,834,693	\$ 596,272	\$ 557,954	
<i>Millington Regional Jetport</i>					\$17,712,215
Sullivan <i>Tri-Cities Regional Airport</i>	2013	\$ 2,822,793	\$	\$ 92,408	
	2014	\$ 207,742	\$ 20,561	\$ 11,407	
					\$3,154,911
Sumner <i>Sumner County Regional Airport</i>	2013	\$ 663,618	\$ 1,587,649	\$ 134,462	
<i>Portland Municipal Airport</i>	2014	\$ 218,766	\$ 345,000	\$ 28,167	
					\$2,977,662
Tipton <i>Covington Municipal Airport</i>	2013	\$ 600,450	\$	\$ 30,850	
	2014	\$ 14,300	\$	\$	
					\$645,600
Warren <i>Warren County Memorial Airport</i>	2013	\$ 367,500	\$	\$ 18,300	
	2014	\$ 19,800	\$	\$	
					\$405,600
Wayne <i>Hassell Field</i>	2013	\$ 14,300	\$ 54,000	\$ 6,000	
	2014	\$ 91,602	\$ 1,391,428	\$ 77,301	
					\$1,634,631
White <i>Upper Cumberland Regional Airport</i>	2013	\$ 277,440	\$ 568,800	\$ 43,175	
	2014	\$ 127,390	\$	\$ 5,350	
					\$1,022,155
Wilson <i>Lebanon Municipal Airport</i>	2013	\$ 991,588	\$ 754,662	\$ 99,050	
	2014	\$ 164,183	\$ 150,000	\$ 15,784	
					\$2,175,267

Sunset Review
Executed Contracts
FY 2013-2014

Coun	YR Grant Executed	State Funds	Federal Funds	Local Funds	County Total
STATEWIDE CONTRACTS					
Knox					
University of Tennessee-					
Aerospace Teachers Workshop Basic/Advance	2013	\$ 138,812		Not Required	
Tennessee Wing, Civil Air Patrol	2014	\$ 215,930		Not Required	
			Statewide Programs		\$ 354,742
Rutherford					
Middle Tennessee State University-	2013	\$ 115,000		Not Required	
Aerospace Teachers Workshop Basic/Advance	2014	\$ 70,000		Not Required	
			Statewide Programs		\$ 185,000
Shelby					
Memphis State University-	2013	\$ 30,000		Not Required	
Aerospace Teachers Workshop Basic/Advance	2014	\$ 70,000		Not Required	
			Statewide Programs		\$ 100,000
Sullivan					
East Tennessee State University-	2013	\$ 40,000		Not Required	
Aerospace Teachers Workshop Basic/Advance	2014	\$ 57,750		Not Required	
			Statewide Programs		\$ 97,750
Unicoi					
F.L.I.G.H. T. Foundation	2013	\$ 80,000		Not Required	
	2014	\$ 95,800		Not Required	
			Statewide Programs		\$ 175,800
State					
(including Statewide Programs)	2013	\$54,798,363			
(including Statewide Programs)	2014	\$56,697,005			
			\$111,495,368		
Federal					
	2013	\$21,288,953.00			
	2014	\$19,704,962.00			
			\$40,993,915		
Local					
	2013	\$3,865,079.00			
	2014	\$3,209,699.00			
			\$7,074,778		

Question #10

Question:: How many proposed changes in the state airport system plan did the commission review during fiscal years 2013 and 2014? What are some typical types of proposed changes? What is the average size/cost of a proposed change to the state airport system? How many proposed changes did the commission approve for fiscal years 2013 and 2014 and what was the estimated dollar value of those approved changes? How did the department and the commission ensure the public had sufficient opportunities for input?

Answer: In the last year, the Commission began review and study of a proposed change to add an airport in Oak Ridge, TN. To date, only concept reviews and needs justification studies have been started and funded, and overall deliberations are underway with FAA for potential inclusion of this airport in the National Plan of Integrated Airports System. Costs for such changes to the State airport system are heavily dependent on the location for construction, the terrain, and the types of aircraft for which the facility will be designed and may range from \$25M to \$50+M. Oak Ridge funding requirements have not been fully developed, pending results of the studies mentioned above. Funding may include both State and Federal funds if the facility is approved. .

However, one new airport opened in FY 2013. The Cleveland Regional Jetport celebrated its grand opening in January 2013 after a long development and construction period. This new facility was a replacement for the outdated Hardwick Field in Cleveland and that facility was subsequently closed.

The public participated in all the environmental and construction permit-associated discussions, per FAA policies and procedures that are related to development, approval and ultimate build-out of a new airport.

Prior to that opening, only one airport, Beech River Regional Airport, had been constructed in Tennessee in 25 years, and that one was a replacement for two airports, one in Lexington and one in Parsons.

Question #11

Question: How does the commission ensure that its members and staff are operating in an impartial manner and that there are no conflicts of interest? If the commission operates under a formal conflict of interest policy, please attach a copy of that policy.

Answer: All employees of the Department of Transportation, including the members of the Tennessee Aeronautics Commission, are required to sign a form stating they will adhere to the department's "Conflict of Interest and Gifts and Contributions" policy. In addition, members are encouraged to, and occasionally have, recused themselves from votes during TAC meetings where the subject of the project or airport being discussed has bearing on their professional employment or their affiliation, past or present, with airport boards or operations. Such recusals are a matter of record in the TAC meeting minutes.

Question #12

Question: Has the commission developed and implemented quantitative performance measures for ensuring it is meeting its goals?

Answer: No. The Tennessee Aeronautics Division, as an advisory body to the TDOT Commissioner, has not developed quantitative performance measures.

Question #21

Question: Describe any items related to the commission that need legislative attention and your proposed legislative changes.

Answer: The Tennessee Aeronautics Commission does not have any items that require legislative attention.

Question #22

Question: Should the Commission be continued? To what extent and in what ways would the absence of the Commission affect the public health, safety or welfare?

Answer: Yes, the Tennessee Aeronautics Commission (TAC) should be continued. The TAC provides dedicated support and involvement with statewide airport communities. Airports across the State are being improved, expanded, and continually face challenges with changing FAA design standards and requirements. These airports in many cases provide a “front door” to a community, provide emergency response capabilities, and they are key elements in recruiting for economic development which may result in job and local revenue increases. Having a commission, appointed by the Governor, that represents aviation expertise while assessing opportunities for system-wide improvement, is a key element in determining where best to provide resources that can make a difference in airport safety, security, reliability, and efficiency.

The Commission is made up of highly qualified individuals who can provide sound advice to the department commissioner. Without this expert advice, the department commissioner would have a more difficult task making project approval and funding prioritization decisions.

Question #23

Question: Please list all commission programs or activities that receive federal financial assistance and, therefore, are required to comply with Title VI of the Civil Rights Act of 1964. Include the amount of federal funding received by program/activity.

Answer: The Tennessee Aeronautics Commission, as previously cited in the TCA, serves as an advisory board only to the Commissioner of the Tennessee Department of Transportation and has no programs or activities which directly receive financial assistance.

The Tennessee Department of Transportation, Aeronautics Division, acting as a Block Grant State under agreement with the FAA, does receive federal funding under the FAA Airport Improvement Program (AIP) and administers project contracts using these funds. As such, the contracts written between TDOT and the airport sponsors using these federal funds require compliance with the Civil Rights Act. These federal funds fall into the categories of Non-Primary Entitlements for each general aviation airport in the State, Apportionment to be used for qualifying projects, and Discretionary funding targeted to specific projects. The following is the federal funding received for FY 2013 and FY 2014:

FY 2013	Non-Primary Entitlements	\$9,870,000
	Apportionment	\$3,578,428
	Discretionary	None
FY 2014	Non-Primary Entitlements	\$9,450,000
	Apportionment	\$3,705,009
	Discretionary	\$6,103,500

Question #24

Question: Does your commission prepare a Title VI plan? If yes, please provide a copy of the most recent plan.

Answer: The Tennessee Aeronautics Commission is an advisory board only and does not prepare a Title VI Plan.

The TDOT Aeronautics Division uses the TDOT Title VI Plan that is developed by the Department's Civil Rights Office.

Question #25

Question: Does your commission have a Title VI coordinator? If yes, please provide the Title VI coordinator's name and phone number and a brief description of his/her duties. If not, provide the name and phone number of the person responsible for dealing with Title VI issues.

Answer: The Tennessee Aeronautics Commission does not have a Title VI coordinator.

The TDOT Aeronautics Division has one of its Project Managers fill an additional duty of coordination with the TDOT Civil Rights Office on matters regarding Title VI. Mr. Jim Currey, Transportation Project Specialist, 615-741-1953.

Question #26

Question: To which state or federal agency (if any) does your commission report concerning Title VI? Please describe the information your commission submits to the state or federal government and/or provide a copy of the most recent report submitted.

Answer: As noted previously, the commission is an advisory board only. All Title VI activities are handled by the TDOT Civil Rights Office. The Aeronautics Division does ask airport sponsors to annually update Title VI information. That information is collated with other TDOT information in the reports generated by the TDOT Civil Rights Office.

Question #27

Question: Describe your commission's actions to ensure that commission staff and clients/program participants understand the requirements of Title VI.

Answer: The Commission, as previously noted, does not directly report Title VI information. However, the TDOT Aeronautics Division does work to remind airports sponsors of Title VI requirements. This is done through a variety of means, including presentations by TDOT Title VI specialists at the annual airports conferences, at specific and required-attendance presentations to airport managers held across the State, through reminders from project managers as they coordinate with sponsors on project development and execution, and through the Division's annual requests to airport sponsors to update their Title VI information. The Title VI statement is periodically included in the Division newsletter and is part of every grant contract.

Question #28

Question: Describe your commission's actions to ensure it is meeting Title VI requirements. Specifically, describe any commission monitoring or tracking activities related to Title VI and how frequently these activities occur.

Answer: As noted in Question 27, the Tennessee Aeronautics Commission does not directly report Title VI information. However, through the TDOT Aeronautics Division, annual Title VI information is gathered from airport sponsors across the State, provided to the TDOT Civil Rights Office, and included in TDOT Title VI reporting.

Question #29

Question: Please describe the commission's procedures for handling Title VI complaints. Has your commission received any title VI-related complaints during the past two years? If yes, please describe each complaint, how each complaint was investigated, and how each complaint was resolved (or, if not yet resolved, the complaint's current status).

Answer: The Tennessee Aeronautics Commission does not directly handle Title VI complaints. Should a Title VI complaint arise, a caller would be referred to the TDOT Civil Rights Office for investigation. The Aeronautics Division Title VI coordinator has received no Title VI complaints regarding any of TN's general aviation airports in the last two years. One inquiry was informally received by the TDOT Civil Rights Office regarding one of TN's air carrier airports, and that was redirected to the FAA Southern Region Civil Rights Office.

Question #30

Question: Please provide a breakdown of current commission staff by title, ethnicity, and gender.

Answer: Ms. Nisha Powers, Chairperson – Indian-American, Female
Mr. Larry Mullins, Vice-Chairperson – Caucasian, Male.
Mr. Malcolm (Butch) West, Secretary – Caucasian, Male
Mr. Fred Culbreath, Member – Caucasian, Male
Vacant

Question #31

Question: Please list all commission contracts, detailing each contractor, the services provided, the amount of the contract, and the ethnicity of the contractor/business owner.

Answer: Because the Tennessee Aeronautics Commission is advisory only, no contracts are issued under their auspices.